

# Results



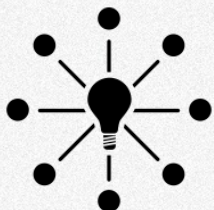
## Mobility

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# Mobility Results



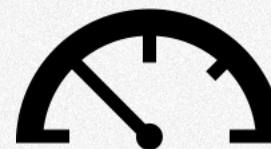
## IDEAS

- A peer exchange network for transit agencies to share and compare performance
- Integrate real time data into performance reporting
- Shared performance measures with joint partner monitoring
- Social media as a platform for performance information
- Incorporating bicycle and pedestrian usage, trip and other data
- An MPOAC subcommittee comprised of Bike/Ped Coordinators



## ISSUES TO CONSIDER

- Reporting both statewide and local performance
- Transportation/Land use connection (e.g., Transit Oriented Development)
- A results scorecard/dashboard program for MPOs
- Improved pedestrian access to fixed route bus stops and associated measures
- Balancing Speed vs. Mobility vs. Safety to assess performance



## POTENTIAL MEASURES

- Map showing travel time contours between major origins and destinations
- Bus and car travel time comparisons in key corridors
- Bike/ped number of trips
- Changes in customer satisfaction and usage of bike/ped networks
- ITS coverage
- Estimated use of automated vehicle technology
- Modal performance comparisons
- Average transit load factors
- Transit access
- On-time performance
- Telecommuting

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# Comments

*We asked Summit participants to complete a Mobility survey*

The *Performance Summit for Transportation Partners* Mobility Webinar was held on May 10. The Summit focused on varied topics related to the performance of Florida's transportation system for moving people and goods.

Participants were asked to rate each transportation performance topic area. The topics address mobility and transportation choices—i.e., how well our multimodal transportation system moves people and goods. Space was provided to identify possible performance measures, successful outcomes, or other related perspectives.

*During the Summit, the participants asked questions, and explored ideas for further consideration*

Panelists and participants asked questions, suggested potential performance measures, ideas and issues to consider. Many of the most thought provoking suggestions have been included in the Performance Summit Results.

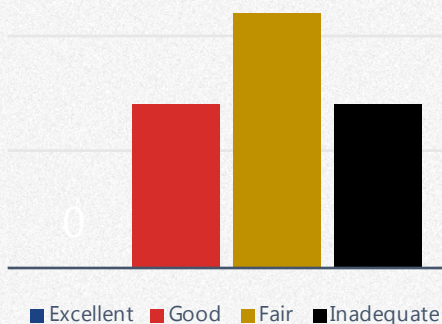
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*This Summit provided a forum to explore partnering for improved transportation system performance.*

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# Connectivity

*— how well Florida's transportation system provides connectivity beyond traditional region to region/center to center to also include mode to mode and system to system*



## IDEAS

- Align complementary/related mobility measures across FDOT, MPO, transit agency, local government, and other plans/programs.
- Identify measures for connectivity between modes.
- Consider the Jacksonville Transit Authority's performance measures for potential statewide rollup.
- Increased transit routes, stops in census tracts with the least cars.

## ISSUES TO CONSIDER

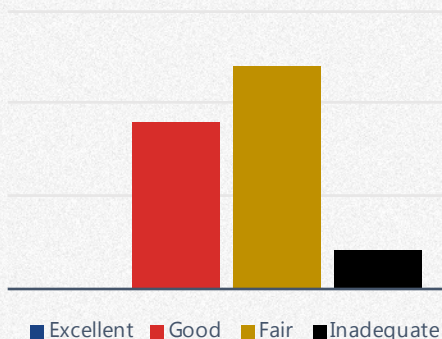
- MPO performance reporting in generally standard ways.
- Making real-time data available to use/develop tools. For example, Tri-Met has seen 30+ apps developed by making their data available.
- Use of crowdsourcing data.
- Measuring the land use connection – Transit Oriented Design and Development program and other land use considerations

## POTENTIAL MEASURES

- Travel time by mode comparisons
- Number of "multimodal" nodes
- Transfers of riders from one system to another
- Changes in customer satisfaction with connectivity over time.
- Map showing travel time contours from one place to another

# Efficiency

*—the efficiency of Florida's transportation system, not only in capacity and travel time, but also the efficiency of the supply chain from beginning to end and with respect to related regulatory transactions.*



## IDEAS

- Better use of existing capacity, passenger throughput
- Passenger throughput during non-peak hours
- Efficiency should consider excess capacity – vehicle occupancy and time of day
- Consider non-SOV in the peak and congested corridors
- Shifting SOV trips outside the peak or to different routes
- Using visualization tools to engage the public in improving performance
- Shared performance measures – Joint partner monitoring
- Effectiveness and efficiency relate to transit mobility and financial stability

## ISSUES TO CONSIDER

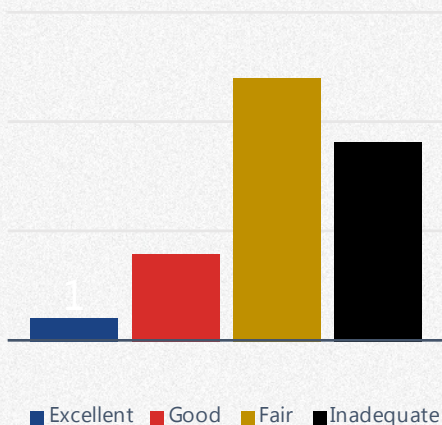
- How can performance measures help to target limited resources? Use scenarios
- System performance benefits of reducing crashes & vulnerability
- System performance benefits of minimizing congestion for passengers & shippers
- What performance can be achieved by expanding alternatives to driving
- How do the modes communicate with each other?
- How are customer needs and demands being met?

## POTENTIAL MEASURES

- Efficiency for autos could be measured by delay, and reliability
- Efficiency for pedestrians and cyclists connected through networks of facilities
- Tons or number of people moved per energy unit
- Private vehicles per 1,000 commuters to capture telework, compressed work weeks, etc. in congested corridors
- Frequency of bus routes
- Average daily transit ridership
- Reduction in travel costs over time
- Number of different options (routes, modes, operators)
- Auto occupancy/person throughput
- SIS miles/minutes traveled
- Average trip length on Interstates in urbanized areas

# Choices

*—the extent to which Florida's transportation multimodal infrastructure and services provide travel choices for moving people and/or goods.*



## IDEAS

- Form an MPOAC subcommittee of Bike/Ped Coordinators
- Use public involvement tools to get stakeholders more involved
- How to use STRAVA data to analyze walking and biking travel
- How to measure telecommunications/telework
- Is there data to demonstrate that investment in Metro/Tram systems in urban areas and rail system for the outlying areas is beneficial? Connections between Florida cities as a possible focus for measurement.
- Improved pedestrian access to bus stops, extent of sidewalks and pedestrian safety & accessibility features
- Examine WHEN trips are occurring, you can shift TIME of travel to gain capacity

## ISSUES TO CONSIDER

- Related to mobility and safety is the question of speed - is faster always better? A lot of fatalities and severe injuries occur where high speed roads go through urban areas. What can be done to balance mobility with crash mitigation?
- Feasibility of measuring important final mile dimensions of performance
- Extended rail travel, better inter-county bus transit

## POTENTIAL MEASURES

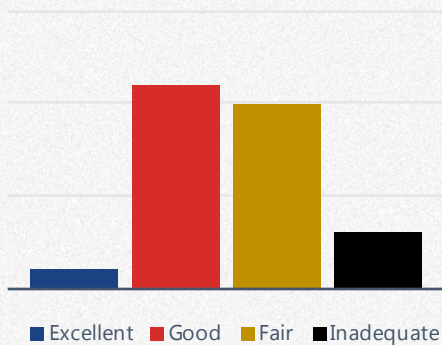
- Transit travel time compared to auto travel time
- Number and/or percentage of high use bus stops with shelters
- % sidewalks and bus stops with adequate pedestrian scale lighting
- Population within 1/4 mile of transit route, population within 1/4 mile of sidewalk, bike lane or trail
- Travel time accessibility by mode between origins and destinations
- Gaps or barriers in our connected modal networks and measurement of gap closure progress over time

# Reliability

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*—the extent to which Florida travel is timely, efficient, dependable, consistent, etc.*

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## IDEAS

- Transit travel time needs to be streamlined
- Measure integration of various modes of transportation
- Begin integrating more useful real time data into performance reporting
- Transit data is now more routinely collected/available on buses
- Data through electronic payment system
- Mobile ticketing

## ISSUES TO CONSIDER

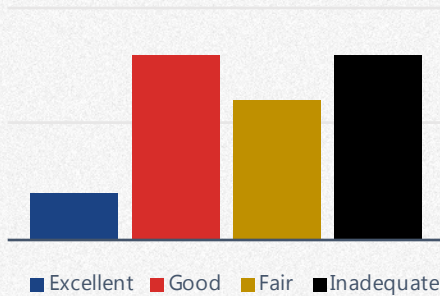
- Travel time should NOT be the only focus.
- Look to capture the reliability of the trip, not just the reliability by segment. As more people shift to transit, bike/walk, travel time is likely to lengthen by the very nature of those options. Focus on person-throughput (multimodal measure) rather than just travel time reliability and vehicle throughput
- Shift focus away from congestion to incident management

## POTENTIAL MEASURES

- Reduced emissions due to congestion reduction
- Vehicle hours of delay
- Truck hours of delay
- Travel time index
- % On-time transit arrivals
- % On-time performance
- Travel speed in relation to posted speed
- Transit schedule on/time adherence (like airlines do)
- Measure integration of various modes of transportation

# Accommodation

*—how well senior citizens, people with disabilities, and others with special needs are accommodated by our transportation system.*



## IDEAS

- Partner with AARP to survey needs and satisfaction of their members
- Connected trail and sidewalk systems in urban areas, particularly where past investment has been overlooked
- Survey health providers and social/welfare/non-profit organizations
- Additional sidewalks and improved safe and accessible pedestrian features
- Reducing the number of unmet transportation disadvantaged trips is the most direct way to measure accommodation performance

## ISSUES TO CONSIDER

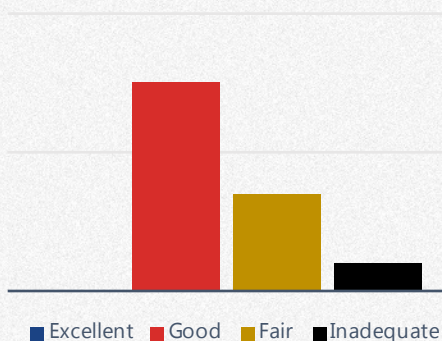
- Can people access the system? (how to translate into measures)
- Does the system take customers to their desired destinations?
- Affordable demand responsive transportation (e.g., reliable long term transportation service options for patients with variable treatment regimens. Enable seniors to walk to grocery, drug store, recreation, etc. )

## POTENTIAL MEASURES

- Number of Complete Streets
- Length and number of bicycle paths and sidewalks
- Multiuse trails
- Average width of trails
- Connections to transit
- Park & ride facilities
- % signals with equipment for visually impaired
- % intersections with proper ADA curb ramps
- Crosswalks, and properly placed truncated domes
- Number of Transportation Disadvantaged Trips
- Average distances between affordable housing and various community services
- Door-to-door travel time for Transportation Disadvantaged trips by county or urbanized area
- Transit access, load, headway, on-time performance
- Route directness (compared to if transit trip occurred by car)

# Quality

*—the extent to which the travel experience satisfies expectations in relation to service, convenience, cleanliness, etc.*



## IDEAS

- Transit agencies connecting with peers to discuss performance issues regarding trends and best practices
- Outcome-oriented metrics
- Targets & stretch goals
- Weighted point system – so that measures are considered holistically
- Scorecards & dashboards
- Multi-level analytics
- On-going evaluation
- Use of social media surveys to gauge quality from the customer's standpoint

## ISSUES TO CONSIDER

- Does the transportation system get people where they need to go in a reasonable amount of time?
- Transit agencies tend to expand the same level of service to larger areas rather than targeting key corridors
- How can transit agencies be more involved in FDOT's performance reporting?
- Do not assume travel time is THE measure. Do not assume time waiting in congestion is entirely wasted either (sitting on a bus may be productive)
- Interstate and freight mobility performance indicators should be different from intra-urban mobility indicators. Improve the walking experience so it is not noisy, feels safe, visually pleasant, shaded

## POTENTIAL MEASURES

- Reduction in accidents
- Reduction in travel time
- Effectiveness and number of Advanced Traffic Management Systems
- Widths of bike lanes and sidewalks
- Travel time in buses compared to cars
- Access management criteria/standards

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# Other

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*Please identify any additional aspects of Mobility not covered above:*

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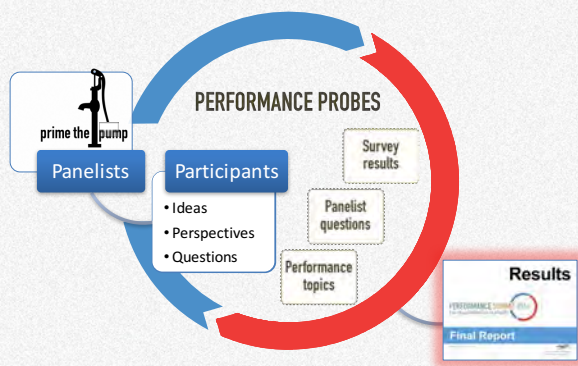
## IDEAS

- Mobility is for people and not only for cars
- Airport and seaport interconnectivity
- More active transportation options
- Provide for and measuring emergency evacuations
- % of lane miles subject to recurring flooding and the % of lane miles subject to sea level rise and other climate change vulnerabilities
- Consider the health impacts of transportation investments (e.g., obesity reduction) as well as safety
- Number of choices for travel
- Ensure 'mobility' includes accessibility and safe access to for all modes of transportation

## ISSUES TO CONSIDER

- What is the best way to report both statewide and local performance measures?
- Need to understand how ridesharing, bikesharing, carsharing, first mile/last mile, telework, etc. contribute to access/connectivity while meeting community desires for livable communities
- Preparing for the future through new technology built into roadways and cars
- Driverless cars and car sharing developments integration
- The quality of the driving experience is excellent, but that should not be at the expense of other modes. Mobility performance should address questions of balance.
- How should transit agencies work with partners to improve pedestrian access to fixed route bus stops?
- What measures of intermodal connectivity measures need to be developed?
- Importance of transportation stakeholders involvement—can be difficult since freight operates on a shorter time horizon
- Rapid technology change: implications for transportation system performance

# Panelists



*Three panelists helped to "prime the pump" by providing their performance perspectives.*

## View the recording:

<http://www.dot.state.fl.us/planning/performance/summit/recordings/MobilitySession.mp4>

## View the presentation (PDF):

<http://www.dot.state.fl.us/planning/performance/summit/presentations/MobilitySession.pdf>

## In summary:

- Beth Alden shared how her MPO engaged citizens to evaluate how different scenarios might impact the future
- Brad Thoburn shared JTA's process using JEMMS and dashboards
- Michael Stewart provided performance perspectives related to Florida aviation

Beth Alden  
Hillsborough MPO



Brad Thoburn  
Jacksonville Transportation  
Authority



Michael Stewart  
Jacksonville Aviation Authority



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# How these results will be used

The ideas and issues demanding attention will all be considered as FDOT develops the Implementation Element of the Florida Transportation Plan.

[floridatransportationplan.com](http://floridatransportationplan.com)

They will also be a key component of the FDOT Performance Workshops that will drive the development of the 2016 Performance Report.

[FDOTPERFORMS.ORG](http://FDOTPERFORMS.ORG)



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*Florida Transportation Plan:  
To inform the Implementation  
Element of the plan.*

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*Performance Reports  
Comments will be considered  
for the 2016 Report*

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